Welcome back!

Toronto Pearson Residents’ Reference Panel on Noise Fairness and Airport Growth

Please sit where you like
We will get started at 9am
How was your summer?
Remembering your mandate

The Reference Panel is tasked with advising the GTAA on the measures, standards and commitments it should adopt to meet the needs of area residents and support regional growth.

Specifically, the Reference Panel will develop:

- A set of values which describe its vision of responsible growth;
- A list of issues which the GTAA should attempt to address within its growth plan;
- Criteria for evaluating options to mitigate and manage aircraft noise;
- Additional recommendations concerning transit options, noise management, environmental stewardship and public communications and engagement.
Picturing your report

The Residents’ Reference Panel Report on Noise Fairness and Airport Growth
The Reference Panel is one of six initiatives underway to gather the insights and concerns of residents.

- Residents’ Reference Panel
- 25+ summer events
- Community Environment and Noise Advisory Committee
- Noise Experience and Fairness Survey
- Briefings with elected officials
- Public Workshops
- Stakeholder interviews and meetings

2018-2023 GTAA Noise Management Action Plan
2018-2028 GTAA Master Plan
A busy autumn ahead... but we’re in the home stretch

**September 9 and 16, 2017**
GTAA Reference Panel on Noise Fairness & Airport Growth will hold its final two meetings

**September 18, 2017**
NAV CANADA will release its Third Party Airspace Review. This review assesses new airspace procedures to reduce noise impact for residents. NAV CANADA will analyze this review and release a public response before pursuing any new initiatives.

**September 27, 2017**
CENAC Meeting and the release of the Noise Management Best Practices and Benchmarking Review. This Review compares the GTAA’s noise management policies with programs in other global airports, including Fly Quiet programs, noise committee mandates, financial incentives and other initiatives. This review will help to inform the GTAA’s new 2018-2023 Noise Management Action Plan.

**October 11, 2017**
GTAA will release the Reference Panel Report and survey findings. This report and survey be used by the GTAA to inform the 2018-2023 Noise Management Action Plan and the implementation of its new Master Plan.

**December 2017**
GTAA will release its new 10 year Master Plan which will guide the development of the airport and the use of its lands.

CENAC Meeting and release of the Noise Mitigation Initiatives (6 Ideas) technical analysis and recommendations

Launch of 60 day consultation period on potential changes stemming from the Noise Mitigation Initiatives technical analysis

**Winter 2018**
GTAA will release its new 2018-2023 Noise Management Action Plan and begin to phase-in changes to the GTAA noise management programs. This plan will outline the GTAA’s new commitments for managing the impact of airplane noise.
Welcome & Orientation

Break

Understanding the GTAA: History, structure, responsibilities, service volumes

What is the mega-hub vision: Demand-led growth, implications, opportunities

Airport Tour: Introduction to Pearson, and understanding the passenger pathway

Identifying issues and questions

Break

Mega-hubs: The Frankfurt Experience
Max Philipp Conrady

Toronto Pearson Operations 101
Cynthia Wood

Fundamentals of Acoustics and Aircraft Noise
Colin Novak, Ph.D., P.Eng.

Managing the Toronto Pearson Airspace
Nick Boud, HELIOS

Community Perspectives
Better Flights Paths
Markland Wood
Rockwood
Alderwood

Noise fairness discussion

Roundtable Prep and Adjourn

Recap

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Recap

Transit Perspectives

Environment Perspectives

Communications & Engagement

Lunch

Issues

Drafting recommendations

Lunch

Priorities

Adjourn

Adjourn

Adjourn

Summer Public Workshops
Welcome & Orientation

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Identifying issues and questions

Break

Adjourn
Program

May 27

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<thead>
<tr>
<th>9</th>
<th>Welcome &amp; Orientation</th>
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<tr>
<td>10</td>
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<tr>
<td>1</td>
<td>Lunch</td>
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<td>2</td>
<td>Airport Tour: Introduction to Pearson, and understanding the passenger pathway</td>
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<td>3</td>
<td>Identifying issues and questions</td>
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<td>4</td>
<td>Break</td>
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<tr>
<td>NCAA</td>
<td>Adjourn</td>
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</table>

Our Region: By 2041...

- **The Greater Golden Horseshoe**
  - 9.25 million people (26% of all Canadians)
  - 4.5 million jobs (26% of all jobs in Canada)
  - 4.25 million more people
  - 1.8 million more jobs

- **The Greater Toronto Hamilton Area**
  - 7 million people (19% of all Canadians)
  - 3.7 million jobs (21% of all jobs in Canada)
  - 2.7 million more people
  - 1.1 million more jobs
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Growth Story

1970s
10.5 Million

1990s
21 Million

2016
44 Million
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Toronto Pearson’s significance on the world stage is increasing

<table>
<thead>
<tr>
<th>Airport</th>
<th>Passenger traffic, 2016, Millions</th>
<th>Change in passenger traffic between 2015 &amp; 2016, %</th>
</tr>
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<tbody>
<tr>
<td>Dubai</td>
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<tr>
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<td>Paris</td>
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<tr>
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<td>+3.8%</td>
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<tr>
<td>Singapore</td>
<td>58.7</td>
<td>+5.9%</td>
</tr>
<tr>
<td>Pearson</td>
<td>44.3</td>
<td>+8.0%</td>
</tr>
</tbody>
</table>

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Transit mode share

Less than 10% of passengers at YYZ take public transit

36% London Heathrow
40% Amsterdam Schiphol
50% Hong Kong Kai Tek
60% Shanghai Pudong
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Max Philipp Conrady

Toronto Pearson Operations 101
Cynthia Wood

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## June 3

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### Roundtable Prep and Adjourn

## Noise Complaints - 2016

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<thead>
<tr>
<th>Federal Riding</th>
<th>Complaints</th>
<th>Callers</th>
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<th>Federal Riding</th>
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<td>University-Rosedale</td>
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<td>York Centre</td>
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<tr>
<td>York South-Weston</td>
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**Grand Total:** 53135, 880
Program

June 3

Mega-hubs: The Frankfurt Experience
Max Philipp Conrady

Toronto Pearson Operations 101
Cynthia Wood

Break

Fundamentals of Acoustics and Aircraft Noise
Colin Novák, Ph.D., P.Eng.

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Noise fairness discussion

Roundtable Prep and Adjourn

| Toronto Airspace Noise Review | Commissioned by NAV CANADA  
|------------------------------|-----------------------------  
|                              | • Led by Helios  
|                              | • Review of Toronto airspace, to determine whether all reasonable actions to reduce aircraft noise are being considered with respect to design and operation of the Toronto area airspace.  

| Toronto Noise Mitigation Initiatives | NAV CANADA and the GTAA are studying six noise mitigation ideas:  
|--------------------------------------|---------------------------------------------------------------------  
|                                      | 1. New Approaches for night-time operations  
|                                      | 2. New Nighttime departure procedures  
|                                      | 3. Increase downwind arrival speeds  
|                                      | 4. Use new technology to reduce need for low altitude leveling of arriving aircraft  
|                                      | 5. Weekend Runway Alternation  
|                                      | 6. Review of Preferential Runway System  

| Noise Management & Best Practices Benchmarking Study | Commissioned by GTAA  
|------------------------------------------------------|-----------------------------  
|                                                      | • Initiative of the Noise Management Action Plan,  
|                                                      | • Working with Helios to benchmark Toronto Pearson Noise Management Program and identify potential new programs or initiatives to pursue.  

Other Factors Driving Annoyance

- Noise level is not the only factor to drive annoyance of aircraft noise
  - Relative difference between aircraft noise level to ambient noise level
  - Frequency of aircraft flyover events
  - Higher concentration of aircraft flying a narrower slot due to improved navigation
  - Higher frequency component to aircraft noise is psychoacoustically less desirable
  - Time of day/week - night time and weekend operations
  - Demographics and geographic location
Program

June 3

**Mega-hubs: The Frankfurt Experience**
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June 3

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- **Noise fairness discussion**

- **Roundtable Prep and Adjourn**
Your work so far...

**Eight Values**
- Economic growth
- Affordable Connections
- Healthy Environment
- Accountable Governance
- People-focussed
- Transformative investments
- Safety and Security
- Responsive to Community

**Four Principles**
- Communicate clearly
- Share noise fairly
- Be accountable
- Show leadership

**Seven Issues**
- Unclear responsibility and accountability
- Tense relationship with impacted communities
- Impact of night flights
- Loud aircraft
- Low landings and takeoffs over densely populated areas
- Unpredictable runway usage
- More noise as the airport grows

*Toronto Pearson*
Program

**Sept 9**
- Transit Perspectives
- Break
- Environment Perspectives
- Communications & Engagement
- Lunch
- Issues
- Break
- Priorities
- Adjourn

**Sept 9**
- NAV Canada: Role and responsibilities
- Break
- Political perspectives
- Issues
- Lunch
- Issues and actions
- Break
- Priorities
- Adjourn

**Sept 16**
- Drafting recommendations
- Lunch
- Break
- Report
- Adjourn
Today

NAV CANADA: Roles and Responsibilities
Political Perspectives: Councillor Stephen Holyday

Recalling our principles and refining our issues
Connecting issues with actions
NAV CANADA: Roles and Responsibilities

Michelle Bishop
Director, Government and Public Affairs
NAV CANADA
Who we are and what we do
Michelle Bishop
Director, Government and Public Affairs
ABOUT NAV CANADA

› Private company since 1996
› Purchased the “air navigation system” from federal government for $1.5 billion
› A not-for-profit company funded through service charges levied on aircraft operators
› Regulated by federal government
› Second largest air navigation service provider in the world
› Have been named the “Best ANS” in the world 3 times by international airlines
OUR PEOPLE

4,800 employees across the country

OUR SERVICES

› Air traffic control
› Airport advisory services
› Flight information
› Weather briefings

› Aeronautical information
› Navigation aids, radar and other infrastructure
› International technology sales
OUR FACILITIES

• Over 130 operational facilities across Canada

• At CYYZ we operate both the air traffic control tower and an area control centre
WHAT ARE WE RESPONSIBLE FOR

› Providing air traffic control
  • Clearances/instructions for aircraft operating on runways and taxiways and in the airspace
  • Managing a safe and efficient flow of traffic

› Providing air navigation infrastructure (CNS and ATM)
  • Communications – frequencies for voice or data link
  • Navigation – instrument landing systems, GPS approaches, enroute airways
  • Surveillance – radars, surface surveillance
  • Air traffic management – i.e. flight plan filing

› Providing information
  • Weather and other flight information services
  • Produce pilot publications and official databases
ATC PRINCIPLES

› Generally, aircraft land and depart into the wind

› Planes must be separated by either 3 nautical miles laterally, or, 1000 ft vertically

› Capacity is measured by the aircraft arrival rate (the number of planes you can land in an hour). That rate varies by type of operation and weather conditions.

› No two days are the same
Components of the arrival flight path

- Final approach
- Base Leg
- Downwind
WHAT IS THE AIRSPACE STRUCTURE FOR CYYZ

And how did that change in 2012

› In 2012 NAV CANADA implemented changes to airspace that affected arrival flight paths at Montreal, Ottawa and Toronto and enroute airways in the corridor in between.

• Most change occurred in enroute airspace to improve efficiency
• A new arrival “gate” was created to better balance traffic approaching Toronto-Pearson from the east on new enroute airways
• Other adjustments were made to adhere to updated design criteria
• Some adjustments for eastern bound departures

› In 2014 further changes were made to some CYYZ departure routes and transborder airways south and west of Toronto
RUNWAY 23/24 OPERATION

Before

July 11, 2011
4 hours

After

September 4, 2017
4 hours
RUNWAY 05/06 OPERATION

Before

June 6, 2011
4 hours

After

March 23, 2015
4 hours
BEFORE

AFTER

base leg

final approach

4 nautical miles

downwind leg

5 nautical miles
NAV CANADA announced its intention to commission an independent review of Toronto airspace in early May 2016.

Driver was communities continued view that “more could be done” to reduce noise impacts.

Bo Redeborn and Helios started the Independent Review in September 2016.

Study is commissioned by, but independent of NAV CANADA.

Study is set up to:

- Make recommendations for items within NAV CANADA’s jurisdiction
- Consult with the local communities and stakeholders
- Examine best practices from other comparable international airports
- Look for other opportunities to reduce noise either through ATM practices, flight path design or aircraft operating practices

Final report will be delivered September 18.
Thank you
Political Perspectives

Stephen Holyday
Ward 3 Councillor, City of Toronto
Members’ Profile
Stephen Holyday
Member, Toronto City Council
Ward 3 - Etobicoke Centre
COMMUNITY AFFECTED BY HIGH LEVELS OF AIRCRAFT NOISE

For more information, visit www.mississauga.ca
Links:
Toronto Archives (www.Toronto.ca)
https://earthengine.google.com/timelapse/
Your work so far...

Eight Values
- Economic growth
- Affordable Connections
- Healthy Environment
- Accountable Governance
- People-focussed
- Transformative technology
- Safety and Security
- Responsive to Community

Four Principles
- Communicate clearly
- Share noise fairly
- Be accountable
- Show leadership

Seven Issues
- Unclear responsibility and accountability
- Tense relationship with impacted communities
- Impact of night flights
- Loud aircraft
- Low landings and takeoffs over densely populated areas
- Unpredictable runway usage
- More noise as the airport grows
Four Principles

Communicate clearly
Share noise fairly
Be accountable
Show leadership
Four Principles

Communicate clearly
Share noise fairly
Be accountable
Show leadership

With other organizations
With surrounding communities
Have open dialogues
Be honest in communications with other organizations and the public
Close the loop on issues and conversations, provide remedies
Be transparent and honest
Four Principles

Communicate clearly
Share noise fairly
Be accountable
Show leadership

Noise should be shared fairly across the GTA
Incentives should be provided for affected communities
Airport growth should be tied to noise mitigation strategies (and environmental impact)
Four Principles

Communicate clearly
Share noise fairly
Be accountable
Show leadership

It should be easier to understand who to contact with a particular problem.

How are decisions regarding the airport made? Who has the power to override or challenge these decisions?

Community recommendations should shape the airport’s strategies.

Transport Canada should be more involved in the oversight of NAV Canada and the GTAA.
Four Principles

Communicate clearly
Share noise fairly
Be accountable
Show leadership

Invest in new technology that makes airport operations more efficient and safer

Economic growth that stems from the airport should impact the whole region

Share the wealth and increasing number of flights with other airports across Southern Ontario

Look to other international airports for inspiration and learn from them
Seven Issues

Unclear responsibility and accountability
Tense relationship with impacted communities
Impact of night flights
Loud aircraft
Low landings and takeoffs over densely populated areas
Unpredictable runway usage
More noise as the airport grows

Your task

What actions could the GTAA take to address this issue?

What other issues deserve our consideration?
Evaluating possible actions

Review the issue and the proposed actions. Which actions are consistent with our values and principles? Which actions would you suggest the panel endorse and why?

1. Unclear responsibility and accountability
2. Tense relationship with impacted communities
3. Impact of night flights, Loud aircraft & Low landings and takeoffs over densely populated areas
4. More noise as the airport grows
5. Other issues
Thank you

Don’t worry. Don’t fester.

Call us: 1-844-788-5803
torontopearson.com/rrp

See you next week!